

Session 14-06, a Regular Meeting of the Vessel Haul-Out Task Force was called to order by Chair Howard at 3:35 p.m. on May 16, 2014 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: Howard, Pate, Stockburger, Hawkins, Pitzman, Lewis

ABSENT: Carroll

STAFF: City Manager Wrede
Deputy City Clerk Jacobsen

AGENDA APPROVAL

Chair Howard called for approval of the agenda.

LEWIS/PATE SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

None

RECONSIDERATION

APPROVAL OF SYNOPSIS

A. May 5, 2014 Meeting Synopsis

Chair Howard called for a motion to approve the meeting synopsis.

LEWIS/STOCKBURGER SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS

None

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

PUBLIC HEARING

PENDING BUSINESS

- A. Marine Industrial Use & Vessel Haul Out at Tr. 1-A, The Fishin Hole Sub. No.2 Sub.

The Task Force reviewed the information in the packet and acknowledged that the property was purchased for harbor related purposes. Staff will continue to work with finance to resolve the mystery of what fund made the initial purchase of the property.

NEW BUSINESS

- A. Memorandum from Port Director Re: Large Vessel Haul-Out Questionnaire Results

The group reviewed and discussed the results and recognized that most were supportive of a facility, and that it was split between whether the facility should be run by the city or private enterprise. The notion of a co-op wasn't of much interest. Relating to city or private ownership of a haul-out facility, it would be a question that needs to be asked of the tax payers in the community whether they want the city to make this kind of obligation to own the facility. There may not be the time to make that analysis, but it is something to be aware of.

It was acknowledge that the issue will be that it is a small group of people who will use it, and to burden the entire harbor users with the funding and support of it, and that is where the discussion will get interesting. The concept is that this will start off with a small group of users, but will grow if/when the barges and tugs start coming in. Private enterprise would mitigate the cost to the enterprise.

The recommendation to Council will likely include city and private owned options with pros and cons of each.

- B. Memorandum from Port Director Re: Suggestions on Large Vessel Haul Out & Repair Facility Management

Harbormaster Hawkins reviewed the information in his memo and talked about what he learned in researching five municipal harbors with vessel haul-out and repair facilities. He envisions the uplands being used for maintenance and repair, but not for long term storage. He foresees something like Kodiak where there is a graduated land use that encourages getting the work done and back in the water.

They discussed the two basic methods of an open yard and a closed yard. All the municipally owned facilities are open yards where vessel owners are allowed to to manage their own repairs either themselves or hiring contractors from an approved list. In closed yards, the shipyard employees do the work. There are advantages and disadvantages to both, one being a hands-off operation, and the other requiring direct harbor management and oversight.

VESSEL HAUL OUT TASK FORCE
REGULAR MEETING
MAY 16, 2014

Question was raised regarding maximum capacity with the space available. There was discussion that is difficult to answer because there are variables including vessel size, method of haul-out, and management and organization of the yard. Scheduling arrivals and departures is another consideration in developing a yard plan.

They addressed that the first phase of improvements would be upgrades to the immediate beach area and the haul out, and addressing how to get various vessels to the location. Rebuilding the road and upgrades to the pad and those types of improvements will fall into phase two, which could get underway one year or five years after phase one. They should think about and suggest what the future phases will look like and how it will happen. It will be important to give the council a clear picture of what the options are and the steps to work through the phases as the facility grows.

Moving forward the group could consider some timeframes for phase two and three, whether to include a travel lift in the CIP, and talk about rate structures to see if those charges could be tolerated by the user.

At the next meeting Chair Howard would like to include permitting. She added that she and the Harbormaster could work on the components of the report to bring back. Harbormaster Hawkins said he would bring back some cost information and annual maintenance budget for a facility. He suggested that rather than he and the Chair preparing the components, that everyone could come back with a list of what they thought the short term goals, like phase one, and longer term goals would be. He said he would include the information he has compiled from other municipalities included in their packet.

INFORMATIONAL ITEMS

- A. Resolution 14-015, Appointing the Vessel Haul-out Task Force to Review and Make Recommendations on a Large Vessel Haul-Out and Repair Facility at the Port
- B. Barge Mooring Facility Info from 2014-2019 CIP
- C. Aerial Picture of Tr. 1-A and the Fishing Lagoon
- D. November 26, 2013 Memorandum from Port Director to the Port & Harbor Advisory Commission Re: Potential of Haul-Out & Repair Facility and letters of support/interest
- E. Task Force Meeting Schedule

COMMENTS OF THE AUDIENCE

Rachel Lord, of Cook Inletkeeper, Coordinator of the Alaska Clean Harbors Program, and city resident, has expressed her personal support for the project. She encouraged the group to keep the environmental concerns of the facility on their radar that will be covered through DEC and EPA permits. She said she is happy to work with the group to help them move forward properly in the environmental areas.

COMMENTS OF CITY STAFF

None.

COMMENTS OF THE TASK FORCE

Mr. Pate thinks Ms. Lord's comments are germane to what they are doing and thinks they have acknowledged the environmental impacts from the beginning. He is sure they will rely on the Inletkeeper's expertise to ensure permitting is in line.

Mr. Pitzman reflected on his experience at Kodiak where they have an open ship yard, managed by the port, and has an approved list vendors; and also with closed yards like Seward. With those experiences and what the group has heard make him think that they should be aiming for an open yard with port and harbor management. The city will do a good job overseeing management of waste water. Lastly, we need to remember who we are supposed to be responsive too. We drift toward the barge haul out because it's easy and there, but we have to keep talking what we will do with the 58' fleet that wants to haul out but can't. They live here and tie up in our port.

Mr. Lewis had no comment.

Harbormaster Hawkins commented that Rachel Tussey put the memo together on the questionnaire results, not him.

Mr. Stockburger agreed with Mr. Pitzman's comments. The big task of this panel is to give a direction they think is the proper way to go.

Chair Howard thanked Ms. Tussey for the great job on the questionnaire, it will be very valuable as part of their report.

ADJOURN

There being no further business to come before the Task Force the meeting adjourned at 4:58 p.m. The next regular meeting is scheduled for Monday, June 2, 2014 at 3:30 p.m. at the City Hall Conference Room located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____